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*Wm. Warts*

**ADDRESS**

TO

**T H E P U B L I C**

BY THE

**LACKAWAXEN COAL MINE**

AND

**NAVIGATION COMPANY,**

RELATIVE TO THE

**PROPOSED CANAL**

FROM

**THE HUDSON**

TO THE

**HEAD WATERS OF THE LACKAWAXEN RIVER.**

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*ACCOMPANIED BY DOCUMENTS.*

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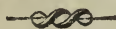
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# ADDRESS.



NOTICE having been given, that Books will be opened on the 7th of January next, to receive subscriptions to the stock of the Delaware and Hudson Canal Company, it is deemed expedient, on behalf of the Lackawaxen Coal Mine and Navigation Company, at whose instance the chartered privileges of the former company were granted, briefly to lay before the public a few facts and documents, which have not yet been submitted for its consideration.

The charter of the Delaware and Hudson Canal Company having been published, in pamphlet form, in connexion with the Report of Messrs. Benjamin Wright and J. L. Sullivan, it is deemed unnecessary to give it a place among the documents hereto annexed. Those who may wish to examine it, are respectfully referred to the pamphlet above mentioned.\* Suffice it to say, at this time, that the charter is perpetual in its duration, and as liberal in its provisions as could be desired. The extent to which the banking privileges may be used in aid of the primary object of the incorporation, will be seen by reference to the Act granting them, which is published herewith.

The above remarks, as to the liberal and comprehensive nature of the charter of the Delaware and Hudson Canal Company, will also apply to the one under which the Lack-

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\* This Pamphlet may be *seen* at the bar of the Tontine Coffee House; or if any person should wish to examine it with more mature deliberation than so public a place will admit, he may procure a copy for that purpose, by calling upon a Committee of the Lackawaxen Company, at Sykes's Hotel.



awaxen Coal Mine and Navigation Company is authorised to make a Canal navigation from the mouth of the river Lackawaxen to its source. This charter will likewise be found in the Appendix to the pamphlet, containing the Report of Messrs. Wright and Sullivan. Under these several and conjoint Acts of the Legislatures of Pennsylvania and New-York, ample power and authority is given to open a Canal, or slack water navigation, from the Hudson river, through the counties of Ulster, Sullivan, or Orange, to the Lackawaxen Coal Mines in Pennsylvania, upon such terms as give to the Company entire protection in the control and possession of their improvements, and the profits arising from them.\*

It is to effect the opening of this navigation, that subscriptions will be received on the 7th of January, 1825, to the stock of the Delaware and Hudson Canal Company; at which time it is proposed so to consolidate the interests, privileges, and property of the Lackawaxen Coal Mine and Navigation Company with those of the Delaware and Hudson Canal Company, as to form but one concern: in other words, to *merge* the existence of the former Company in that of the latter.

Fully impressed with the necessity of demonstrating the physical practicability of the proposed improvement, before presenting it for public consideration, the proprietors of the Mines engaged gentlemen of high professional standing and experience to survey the whole line, and furnish an estimate

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\* It may be proper here to remark, that at the time of the passage of the bill, conferring bank privileges, the Lackawaxen Coal Mine and Navigation Company voluntarily agreed, that the Legislature of New-York might, at its next session, pass a supplement to the charter, fixing the *maximum* of toll, between the Delaware and Hudson rivers, upon all articles save Coal, at a rate which will average about 50 per cent. above the tolls charged on the Northern and Western Canals. But the tolls upon Coal are to remain as now fixed in the Charter, so that the Company may retain that trade exclusively in its own hands, if it shall see proper.

of the expense of the work. This has been done ; and the preliminary Reports, already published, of Messrs. Benjamin Wright and J. L. Sullivan, (the former Chief Engineer of the Erie Canal, and the latter one of the Board of Internal Improvement appointed by the President of the United States, under the late act of Congress,) are confidently referred to, as containing the most conclusive and satisfactory evidence of the practicability of the work.

The Lackawaxen Company are also sensible, that every work of this nature and magnitude, when proposed to be accomplished by individual enterprise and capital, must have an adequate basis in private interest ; for however gratifying it may be to promote the public prosperity, yet in order that such may be the sure consequence, it is necessary that the foundation be deeply and securely laid, in the *certainty* of benefit and remuneration to the stockholders themselves. This foundation *is* laid, in the possession by the Company of an inexhaustible body of coal, of the purest and best quality—in the legislative grants by which the Company is authorised to make a Canal from the Hudson to the Mines, through an important and growing section both of Pennsylvania and New-York, with full authority to carry on the coal trade, to the exclusion of all other persons, if the Company shall see proper—and in the liberal auxiliary banking powers conferred upon the Company, by the legislature of New-York.\*

The existence, in Pennsylvania, of a vast body of the richest coal, is a fact which requires no comment. It is well known to occupy a wide extent of country. Commencing near the Susquehanna river, above Harrisburgh, it ranges

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\* It may not be uninteresting to remark, that the line of the Canal may be so extended, on this route, as to command the trade of the Susquehanna river. The Lackawannock river, which is a fine stream, interlocks with the Lackawaxen, and discharges its waters into the Susquehanna about nine miles above Wilkesbarre. The statute book of Pennsylvania contains an act, authorising an incorporation of a Company to make a Canal, or lock navigation, on the



in a north easterly direction, and passing the head waters of the Schuylkill, it has, at that point, presented a sufficient inducement for improving the navigation of that river, at an expense of \$1,750,000, in order to supply the City of Philadelphia with coal. It is traced from thence to within nine miles of the Lehigh river, which distance, the Lehigh Company now haul it to their landing on the stream, after having expended several hundred thousand dollars in forming merely a descending navigation to the mouth of the Lehigh, in order to reach the Philadelphia market. From this point, it extends still in a north easterly direction, to the east branch of the Susquehanna river, and up the valley of the Lackawanoek, to its source north of Rix's Gap. It is at Rix's Gap, that part of the mines of the Lackawaxen Company are situated, which, from their proximity to the head of the Lackawaxen river, are accessible by a Canal from the Hudson. This range of country abounds with the article: but the mines owned by this Company, were selected and purchased some years ago, with an especial reference to the facilities which their locality presents for transporting the coal to market, by the waters of the Lackawaxen. In relation to the quality and abundant quantity of the article, which of course is an important and leading consideration, it is apprehended, that a reference to the annexed documents on that head, will be found entirely satisfactory.

These mines being vested in the Canal Company, the coal trade would of course be carried on by it: and the inducement which the contemplated undertaking (in this point of view) presents to capitalists, to embark their funds in it,

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Lackawanoek; no sufficient motive, however, has yet been presented. But that motive would at once be presented, if a Canal were opened from the Hudson to the Lackawaxen Mines. It will be discovered in its full force, by a glance at the map of Pennsylvania, where this great river may be traced, already navigable, to its numerous sources, among the populous and productive counties of the west.

will of course be a subject of inquiry. On this point, the attention of the reader is invited to the opinion of Governor Clinton, as expressed in the annexed correspondence between him and Messrs. Cantine and Ruggles: and he will be good enough to bear in mind, that this correspondence took place, prior to the passage of the act, which conferred extensive banking privileges upon the Company. The efficient aid, which those privileges will give to the Company, both in the construction of the Canal, and in their subsequent operations, every one can appreciate.

But in order that this point may be examined more minutely, the estimate of the expense, per ton, of delivering the article in New-York, as submitted with the Report of the Engineers heretofore mentioned, is referred to, with an entire confidence in its being more than sufficient to cover all charges. That estimate has been made with the most careful and minute reference to every step in the business, and to every possible charge that can accrue, and with a determination to err rather upon the side of liberality, than the contrary. It is there exhibited, in detail, in order that its accuracy may be tested by a rigid examination, which is invited, in the full assurance that those who give to it this critical attention, will be disposed to diminish, rather than add to the general result: namely, two dollars sixty-four and one half cents per ton, or less than nine and a half cents per bushel.

This being the cost of the article, delivered on the wharf, at the City of New-York, the dividends of the Company will depend upon the price the article would bring, the quantity that could be annually sold, and the capital that would be required. In Philadelphia, the Lackawaxen Coal brings \$10 per ton—28 bushels to the ton. The Lehigh Company, during the past season, have sold theirs at \$7:33. Suppose we assume the price at which the Lackawaxen should be sold in New-York, at \$6 per ton, at which rate it is cheaper than Liverpool at \$3 for the same quantity:



It will be seen, from Mr. Clinton's letter to Mr. Cantine, that he computes the consumption of the City of New-York at 120,000 tons annually. But let us take the whole market, namely, the City of New-York—the towns upon the Hudson—the borders of the Canals, and the interior of the State, including the Salt Works—New Jersey, and the eastern ports, at the very moderate quantity of 160,000 tons, annually :

The estimated expense of the Canal, by the Engineers, is \$1,208,632:95. To this add the floating capital that would be necessary to prosecute the Coal business, and for the sake of round numbers, assume the whole capital of the Company at \$1,500,000, *exclusive of the stock to be issued to the Pennsylvania Company, for the property and privileges to be by them thrown into the concern :*

We have, then, our *data*, and let us see what would be the result. The cost of 160,000 tons, at \$2:54 1-2 per ton, is \$423,200. Sold at \$6 per ton, it would produce \$960,000. The gain to the Company would be \$536,800; equal to 35 per cent. and upwards, on \$1,500,000.

This result, it will be remarked, does not include the operations of the Bank, which will, of course, add to the profits of the Company; nor does it include the tolls which would be received for the transportation of the agricultural products of an extensive and fertile country; the lumber, tan-bark, staves, brick, and other materials, found in great abundance upon the line of the Canal; the return loading of merchandise, salt, gypsum, lime, &c. altogether furnishing a source of large revenue to the Company, independent of the Coal business.

This per centage upon the investment, so far exceeds the usual product of capital, that this very circumstance may induce doubts in the minds of some, as to the accuracy of the several steps by which such a result is shown. The projectors of this work would indeed have reason to congratulate



themselves on their singular good fortune, if doubts did not arise in the minds of those, whose attention has been but slightly, if at all, directed to the merits of such enterprises. Incredulity is a difficulty with which every project of this kind has had to struggle in its infancy: the citizens of New-York, particularly, need not be reminded, that the splendid works which are now the pride and glory of their own state, and the admiration of the union, were once, with many persons, not merely a subject of doubt, but of ridicule. Experience, however, has fully tested the enlightened views and sound judgment of those who projected them. That, from which many anticipated ruin to the finances of the state, is now regarded as one of her most prolific sources of revenue. In a recent publication, after giving a schedule of the articles transported upon the Erie Canal during the past year, it is remarked, that "it is ascertained that the toll received during the year, on the Western Canal alone, amounts to \$256,000, which pays an interest of 5 per cent. on \$5,120,000. The tolls on the Northern Canal are not included; but it is within the bounds of reason to say, that the revenue from both Canals, by the year 1830, will be upwards of half a million of dollars, over and above paying costs, and charges for repairs," &c.

In addition to the revenue derived from the transportation of the same kind of articles which furnish the business of the Erie and Champlain Canals, the Delaware and Hudson Canal would have the benefit of the Coal trade. We have the assurance of Mr. Clinton, in the annexed letter from him to Mr. Ruggles, that "whenever coal forms the principal article of transportation on a Canal, the investment of money is always considered lucrative."

If we refer to the experience of England, we find twenty-six Canals, in the construction of which, coal was the primary object. The stock in all of them is above one hundred per cent. advance; and some have risen to an astonishing

degree. According to the London Financial and Commercial Record of the 11th February, 1823,

THE STOCK IN THE

Birmingham Canal	cost, per share, £25 and sells for £565		
Coventry	„ „ 100	„	999
Erewash	„ „ 100	„	1000
Grand Junction	„ „ 100	„	218
Leeds and Liverpool	„ „ 100	„	278
Leicester	„ „ 100	„	260
Oxford	„ „ 100	„	640
Stafford and Worcester	„ „ 100	„	642
Warwick and Birmingham	„ „ 100	„	210
Warwick and Upton	„ „ 100	„	235
Mersey and Irewell	„ „ 100	„	650

A late English publication quotes the Loughborough, which cost £100 per share, as selling for £3,500. The Trent and Mersey, which cost £100, sold for £2,280 per share in May, 1824.\*

Considering the extent and growing character of the market, which the proposed canal would open for the Lackawaxen coal, no good reason can be given why the stock of the Company should not rise in the same proportion.

**\*STAFFORDSHIRE—GRAND TRUNK, OR TRENT AND MERSEY CANAL.**

The additional tunnel through Harecastle Hill, was commenced last month. It is calculated to occupy the labour of five years, during which several hundred men must be employed. The expense has been estimated at a guinea an inch, (forward.) The distance being about one mile and three quarters, or 2880 yards, which alone will make 103,680 guineas. The total expense has been calculated at a quarter of a million sterling. Shafts will be sunk and steam engines erected for raising the earth, &c. at different points of elevation, the tunnel averaging about seventy yards in depth from the surface of the hill. The Grand Trunk Canal was begun in 1767, and finished in 1777, and such is the richness of the Company and the business of the Canal, that the cost is no object compared to the advantages to be gained.—*London New Monthly Magazine, for June, 1824.*

The above Canal is about 100 miles in length, and overcomes a fall of 642 feet by 75 locks, and has already one tunnel through Harecastle Hill 2388

In conclusion, it is believed on the part of those who present the subject for public consideration, that a careful and sober examination of its merits, will induce a conviction, that an union of the Lackawaxen Coal Mine and Navigation Company with the Delaware and Hudson Canal Company, under the charters now in existence, so as to combine the coal, canal, and banking operations, in one common stock, will lay the foundations of an institution, possessing in itself the means of unrivalled aggrandizement and prosperity; the three several branches of the concern, like the tributary streams of a mighty river, uniting to form a deep, permanent, productive current of business, co-extensive with the progress of the population and improvement of the City and State of New-York.



Subscriptions to the Stock of the Company will be taken, on the 7th day of January, 1825, at the *Tontine Coffee-House*, in the *City of New-York*; and on the same day at *Goshen*, in the *County of Orange*, and *Kingston*, in the *County of Ulster*.

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yards in length, 9 feet wide, and 12 feet high, another at Preston-on-the-hill of 1241 yards, at Barton of 572 yards, at Saltersford another of 350 yards, and at Hermitage of 130 yards. It has several reservoirs to feed the summit, covering together about 220 acres, and there are a number of rail ways and branch cuts connecting the Canal with mines and quarries. The boats used are 80 feet long and 6 feet wide, and the locks 7 feet wide. The rates of tonnage are a penny-half-penny per mile, and the articles carried upon it are coals, salt, pottery wares, lime, gypsum, slates and agricultural products. *The Shares*, originally 100*l.* each, sold as high as 2280*l.* each, in May, 1824.



## CORRESPONDENCE

BETWEEN

*Gov. Clinton and Messrs. Cantine and Ruggles.*



*Extract of a letter from Abraham Cantine, Esq. of Ulster county, to De Witt Clinton, Esq. dated Nov. 15, 1823.*

SIR,

Since the passage of the act of last winter, to incorporate the Delaware and Hudson Canal Company, great interest has been excited on the subject, in this and some of the adjoining counties. I accompanied Mr. Mills on the survey made by him, under the direction of Judge Wright, from the tide water of the Hudson river, near Kingston, to the Coal beds of the Messrs. Wurts, in the state of Pennsylvania. After having finished running the level, our party visited the Coal beds: *they are inexhaustible*; and the Coal not only appears to the eye, but on trial in a grate, proved to be of superior quality. From such information as has reached me relative to the survey of the New-Jersey route, I am led to believe, that a Canal may be constructed here at less expense than there, and furnish better Coal.

But information is yet wanted on several points connected with this subject, and many gentlemen of respectability have made inquiries of me, not only with respect to the probable expense of the undertaking, but as to the revenue which might be expected to arise from the work when completed. The inquiries on the first point will be satisfied when Judge Wright shall have made the survey and estimate, which it was expected would have been done this fall. With respect, however, to the profits, which the stockholders might

be expected to derive, I am at a loss whence to obtain the *data*, by which to form any estimate. Information is wanted with respect to the amount paid annually, for fuel, in the City of New-York; what quantity of Coal could be substituted for wood in that City, and what would be the difference in the expense; what quantity would probably find a market on the borders of the Hudson, in the eastern Atlantic cities, towns, and manufacturing establishments; fixing the price, per ton, at tide water near Kingston.

I am aware, that there may be difficulty, in obtaining precise and definite information on those points: but from your intimate knowledge of the City of New-York; the great attention you have bestowed upon the internal economy of the State; the experience derived from the discharge of your public duties, and your desire to promote the interests of domestic industry, I have been induced, upon the suggestion of several respectable citizens of this county, to address myself to you, for such information on the subject as you may possess.

Any information you may have the goodness to communicate, will lay me, and many others in this quarter, under the highest obligations.

Very respectfully, Sir,

Your obedient servant,

ABRAHAM CANTINE.

DE WITT CLINTON TO ABRAHAM CANTINE, ESQ.

*Albany, 4 December, 1823.*

DEAR SIR,

I did not receive your letter of the 15th ultimo, until my return from New-York, two or three days ago: and I now, with great pleasure, devote my first leisure moments to a reply.

It would have been very gratifying to me, to have explored the line of your contemplated Canal, which I should certainly have done, if your intimation had been made at an earlier period: and if this measure is considered of importance, I shall not fail to attend to it, at any time that may be deemed most eligible next spring. Judge Wright, who is now in Pennsylvania, will, in all probability, be enabled to accompany me at that time.

I regret that you did not communicate the distance and elevations of the Canal. I could then have formed an opinion of its expense.

The Anthracite Coal, on the lands of the Messrs. Wurts, is the same as the Lehigh and Schuylkill Coal. It contains twice as much of the principle, or matter of ignition, as the Coal imported from Europe or Virginia. It throws out an intense heat, and is preferred to any other fuel, for all manufacturing operations: and its deficiency of igniting power, can be supplied by a skilful construction of fire-places.

The City of New-York will, it is calculated, require 120,000 tons of this Coal: and the consumption on the borders of the Hudson, and in the Eastern States, may be set down at 60,000 tons more: to which may be added, at a period more distant, a demand for 20,000 tons for manufacturing and domestic purposes, in the region adjoining the Canal, and other places, not included in the above estimate; and the whole quantity of Coal transported on this Canal, may in a few years amount to 200,000 tons.

Establishing the toll on a ton a mile at one cent and a quarter, the revenue from this article alone, would be immense.

In order to calculate the price of a ton of Coal at New-York, when conveyed by this route, you must add to the price at the mine, the expense of the transportation to, and on the Canal, the amount of toll, and the cost of conveyance from the place where the Canal unites with the Hudson River to that City.



It ought, however, to be considered, that Coal is now transported to New-York, from Philadelphia, by sea; but this will probably be discontinued on the construction of a good Canal. It ought also to be understood, that two other Canals are contemplated, one from the Delaware to the Rariton, which will furnish Schuylkill Coal, and another from the Delaware to the Passaic, which will afford a supply of Lehigh Coal: and the force of habit will induce many families to continue the use of bituminous Coal, or of wood, when the Glance Coal of Pennsylvania ought to be preferred on account of heat and cheapness.

I have no data, by which I can calculate the revenue that may arise, from the conveyance of gypsum and other manures, lumber, metallic substances, and the products of husbandry; but in course of time it must be considerable, and the return boats will, it is to be presumed, transport great quantities of merchandize for the accommodation of an extensive inland country.

Upon a fair view of the whole subject, as it is presented to me, it appears evident that a project of this kind affords a good prospect for a lucrative investment of capital, provided the expense of the work is not unreasonably or unexpectedly high.

I am, with great respect,

Your most ob't servant,

DE WITT CLINTON.

CHARLES H. RUGGLES, ESQ. TO DE WITT CLINTON.

*Kingston, April 9th, 1824.*

Sir,

The project of opening a communication, by a Canal from the waters of the Hudson River, near this place, to the Coal Mines in Pennsylvania, near the head of the Lack-

awaxen river, is becoming every day a matter of greater interest to the people of this state, and particularly to the inhabitants of that part of it, in which I reside. But the magnitude of the work, and the difficulty of forming a satisfactory estimate of the expense of its construction, may prevent them, and others, from applying such means as are in their power to the promotion of the object.

A report, on this subject, has been made by Judge Wright and Col. Sullivan, founded on surveys made during the last season, which has not only removed doubts, as to its practicability, but has created a confidence in its being an undertaking, in which capital may be profitably and advantageously invested.

It is, nevertheless, desirable to many persons of my acquaintance, and, I am confident, it will be satisfactory to many others, to be informed whether the estimates and opinions contained in the report, have the sanction and concurrence of other gentlemen, whose information and experience are known to have rendered them competent judges of matters of this kind; and if not, in what particulars there may be a difference of opinion.

I should, therefore, esteem it a favour, to be made acquainted with the result of your examination, on the points within the scope of its inquiries, founded on the facts stated by the Engineers, or on other data within your knowledge.

I have the honour to be,

With great respect,

Your obedient servant,

CHARLES H. RUGGLES.

DE WITT CLINTON TO CHARLES H. RUGGLES, ESQ.

*Albany, 21 April, 1824.*

SIR,

I avail myself of my first leisure moment to answer your letter of the 9th instant.

Before I had the pleasure of perusing the very able report of the Engineers, on the proposed Canal from the Hudson to the head waters of the Lackawaxen river, I made a communication to Mr. Abraham Cantine, containing some views of the importance and productiveness of that improvement, to which I refer you. Permit me to add, that whenever coal forms the principal article of transportation on a Canal, the investment of money is always considered lucrative. The tolls arising from the coal, will alone produce a great revenue, and the manufacturing establishments which depend on fuel, must flourish in proportion to the facility and cheapness of the supply; a great trade will spring into existence, and every year will add to its expansion and its prosperity.

The profits of the stockholders will, however, depend on the expense, as well as on the income of the Canal.

I have paid great attention to the statements of the Engineers, and I think them not only ingenious, but solid. The length of the Canal is estimated at 117 miles, and the aggregate expense at 1,208,632 dollars; and I agree with Mr. Wright, that if the character of the route is truly delineated, this sum is not too low: but every thing will depend on the *modus operandi*. You must proceed entirely by contracts, and tie up the contractors to a rigid performance of their engagements, without extra-compensation. Let this plan be inflexibly adhered to, and you will proceed by a certain standard. Your contractors will not offer too low a price with a view of getting jobs, and with an expectation of ultimate remuneration, and you will steer clear of the operations of fraud, which will, on a loose system, approach you in every shape, and bid defiance to detection.



On this occasion permit me to say, that Mr. Wright is unquestionably the best Engineer that has officiated on the Erie Canal, and perhaps the best in the United States. In his judgment you may place the utmost confidence.

In this project, then, there is an union of every leading consideration which can influence the views of a capitalist, or govern the conduct of a public spirited man: practicability—moderate expense—large revenue—excitement of agricultural and manufacturing industry—augmentation of trade and commerce—and general accommodation.

With my best wishes for the success of this patriotic undertaking,

I am your's very respectfully,

DE WITT CLINTON.

## QUANTITY OF COAL.

*Extract from the Report of Col. J. L. Sullivan, to Benjamin Wright, Esq.*

"In conclusion—it will no doubt be a satisfaction to you, as a citizen of the State of New-York, to learn that there exists a body of Coal, near the head waters of the Lackawaxen, worthy of so great a work as this now contemplated."

[See page 21, of the Report.

*Extract from Judge Wright's Report.*

"I have inquired of Col. Sullivan and Mr. Mills, the reasons or ground of their opinion, of there being an inexhaustible body of Coal, at Carbondale, (being the place stated to be the object of this improvement, and to be four or five miles from Keen's Pond, as before stated,) and their information has satisfied me, and dispelled all doubts in my own mind, as to the correctness of their opinion."

[See page 26, of the Report.

*Extract of a Letter from Abraham Cantine, Esq. of Ulster County, N. Y. to De Witt Clinton, Esq.*

"After having finished running the levels, our party view-

ed the coal beds: *they are inexhaustible*. On trial, in a grate, the coal proved to be of superior quality."

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*Extract from the "Report of the Commissioners, appointed by the Legislature of New-Jersey, to explore the route of a proposed Canal to unite the river Delaware, near Easton, with the Passaic, near Newark."*

"The Canal will create a steady, equable and vast demand: it will therefore bring into market a competition of sellers, from the Lehigh, Susquehanna and *Lackawaxen*, on each of which rivers, Mines exist, which would, singly, meet our full demand."

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*Letter from Col. J. L. Sullivan, to John Wurts, Esq. originally published in the "Albany Daily Advertiser," of November 16, 1824.*

ALBANY, NOV. 13, 1824.

*To John Wurts, Esq. at Albany:*

SIR,—I cheerfully avail of the opportunity which a short visit to one of my family, residing in this city, affords me, of bearing testimony (at your request) to the value and situation of the Lackawaxen coal, and to the importance of the canal you have in contemplation, under the authority of the state, to open a communication between the Hudson and the Delaware. I regret that my present engagement in the service of the United States, does not allow me to prolong my stay to explain personally to members of the Assembly, desirous of the information, the relative location of the masses of coal, as it appears in various places, twenty feet high along the sides of the valley, as well as under the bottom land, and at distances so as to admit no doubt in my mind, of the continuity, and great extent of its *strata*.

Having the last year been substituted by Judge Wright, (whose avocations did not allow him immediately to fulfil your expectation of his services,) to make the preliminary examination of the route, I considered it incumbent on me in point of duty, as well as to satisfy my own mind, that the object of the canal was worthy of its expense, to view the coal as it naturally appears. And in my report, which you printed for general information, I felt myself authorised by the examination, to say of the *quantity*, that it appeared in vast abundance.



This belief I unhesitatingly reiterate, and am supported in this confidence by the opinion of Abraham Cantine, Esq. expressed in his letter bearing date the 15th Nov. 1823, to a gentleman of high respectability in this city, after viewing the coal beds. His language is, "after having finished running the levels, our party viewed the coal beds: *they are inexhaustible*. On trial in a grate the coal proved to be of superior quality."

This coal is, in fact, the northern part of the coal formation which extends from the head of Schaylkill river northward, (touching on the Lehigh to the east, and on the Susquehannah to the west,) till it passes beyond the head waters of the Lackawaxen, a branch of the Delaware, and within five miles of the proposed head of the Canal navigation, between which and the coal there is no mountain; the chain being broken by Rix's Gap, which appeared to me to be about half a mile in width, consisting of waving land, favourable to agriculture. A turnpike road passes the chain of mountains here, and it appeared to me that if the *Lackawanock* (which, after passing through the coal valley, joins the Susquehannah) should not be found capable of feeding a Canal through the Gap, that the ground would be very favourable to an iron rail road, as they are formed in England. And having understood that the accidental circumstance of your giving the coal the name of the river, which will supply the water to bear it to market, instead of the name of the stream which runs over its strata, has given room for the assertion, that there is *no* coal on the Lackawaxen, I trust this explanation of the locality will *essentially* correct the impression such assertions are calculated to make.

From my knowledge of the place, I am able to say, there is no mountainous land intervening between the head of the Lackawaxen, proposed to be reached by the Canal, and the coal formation, which is the principal object of the work; but that the intervening distance, of between four and five miles, is partly occupied by a good turnpike road, and is very capable of a rail way the whole distance, and probably of a continuation of the Canal, by feeding from some little distance up the Lackawanock.

And it may be proper to state, also, the evident fact, that this body of coal is about the same distance from the Hudson, as the *southern* extremity of the coal formation is from Phila-



delphia, making the difference in favour of this opportunity of supply to the state of New-York, equal to the distance of Philadelphia from the city of New-York.

As to the *quality* of the coal, there is no occasion to bear testimony; but it may be proper to add, that while I was at the mine, I saw it used in the blacksmith's forge, with perfect success; and in Philadelphia it brings the same price as the Schuylkill coal.

It is well known, that this species of coal contains full twice as much carbon as the Liverpool coal does, viz.—97-100 to 44-100.

Under the persuasion that this article, both for economy and commerce, would be a great acquisition to this state, you have, sir, my free consent to make any use of these facts that you may deem proper.

I have the honour to be, very respectfully,

Your friend and humble servant,

JOHN L. SULLIVAN.

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*Extract of a letter from Professor Griscom to the Commissioners of the Delaware and Hudson Canal, dated Wilkesbarre, 12 mo. 18th, (December,) 1824.*

“On the whole, the conclusion which I think every person would draw from such an examination, is, that the quantity of coal, even within the limits of Carbondale,\* is inexhaustible by any demand which the city and state of New-York, and places adjacent, are likely to require for centuries to come. This inference is, indeed, liable to the uncertainty which ever attends conclusions relative to mining operations; but in no part of the world, I apprehend, are appearances more favourable and promising.”

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\* Rix's Gap.

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The whole of the above letter, with a more detailed report by Professor Griscom, & the result of his visit to the Mines, will appear in the public prints.

**SUPPLEMENTS**  
TO AN ACT TO INCORPORATE THE  
**DELAWARE AND HUDSON**  
**Canal Company.**

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AN ACT to amend the Act, entitled, “ *An Act to incorporate the President, Managers, and Company, of the Delaware and Hudson Canal Company.* Passed April 23d, 1823.”

PASSED APRIL 7th, 1824.

WHEREAS, By the Act to which this is emendatory, the Corporation hereby created is authorised to use any capital that may be necessary to effect the objects contemplated by the Act, but the amount of original subscriptions is limited to five hundred thousand dollars : And whereas it appears from an actual survey and examination of the route, that it will require a larger sum to make a Canal, or slack-water navigation, from the Hudson to the head waters of the Lackawaxen, and the proprietors of the Coal Mines near this river have represented to the legislature, that they deem it expedient that the whole line of improvement should be made by one company, to be organized under the Act to which this is emendatory ; Therefore,

*Be it enacted by the People of the State of New-York, represented in Senate and Assembly, That for the purpose of effecting the objects contemplated by the Act to which this is emendatory, the subscription of five hundred thousand dollars, authorised by the first section thereof, shall be, and the same is hereby enlarged to the sum of fifteen hundred thousand dollars, any thing in the said Act to the contrary notwithstanding.*

*And be it further enacted, That for the purpose of making a Canal, or slack-water navigation, from or near Carpenter’s Point, on the river Delaware, to the mouth of the river Lackawaxen, the said Corporation shall have and possess, within the jurisdiction of this state, the same powers, privileges, and authority, subject however to the same restrictions and limitations, as have been granted and imposed upon it for the purpose of enabling it to make a Canal, or slack-water navigation, between the Delaware and Hudson rivers.*

*State of New-York, Secretary’s Office.*

I certify the preceding to be a true copy of an original act of the legislature of this state, on file in this office.

ARCHD. CAMPBELL, *Dep. Sec.*

*Albany, April 7th, 1824.*



AN ACT, further to amend the Act, entitled, "*An Act to incorporate the President, Managers, and Company, of the Delaware and Hudson Canal Company.*" Passed April 23d, 1823."

PASSED NOVEMBER 19th, 1824.

*Be it enacted by the People of the State of New-York, represented in Senate and Assembly,* That it shall be lawful for the President, Managers, and Company, of the Delaware and Hudson Canal Company, to employ five hundred thousand dollars of their capital actually paid in, in the business of banking, and for that purpose the bills obligatory and of credit, under the seal of the said corporation, which shall be made to any person or persons, shall be assignable by indorsement thereon, under the hand of such person or persons, and of his, her, or their assignee or assignees, and so as absolutely to transfer and vest the property thereof in each and every assignee or assignees successively, and to enable such assignee or assignees to bring and maintain an action therefor in his, her, or their own name or names, and bills or notes which may be issued by order of the said corporation, signed by the President, and countersigned by the Treasurer thereof, promising the payment of money to any person or persons, his, her, or their order, or to the bearer, though not under the seal of the said corporation, shall be binding and obligatory upon the same, in the like manner, and with the like force and effect, as upon any private person or persons, if issued by him, her, or them, in his, her, or their natural capacity or capacities, and shall be assignable and negotiable in like manner as if they were issued by such private person or persons. *Provided*, however, that the said corporation shall not demand any greater interest on a loan or discount, than at the rate of six per centum per annum.

*And be it further enacted,* That the total amount of notes or bills which the said corporation may at any time issue and have in circulation, shall not exceed the sum of fifteen hundred thousand dollars ; and in case of such excess, the managers, under whose administration it shall happen, shall be liable for the same in their private capacities ; but this shall not be construed to exempt the said corporation, or any estate, real or personal, which it may hold as a body corporate, from also being liable for such excess ; but such managers as shall have been absent when the said excess was issued, or who may have dissented from the resolution or act by which the same was done, and entered their dissent upon the minutes of the Board, shall not be so liable.

*And be it further enacted,* That if at any time the President, Managers and Company should refuse, on demand being made their banking house, during the regular hours of doing business, to redeem in specie, or other lawful money of the United States, their said bills, notes, or other evidences of debt, issued by the said



corporation, the said President, Managers and Company shall, on pain of forfeiture of the banking privileges hereby granted, wholly discontinue and close their said banking operations, until such time as the said corporation shall resume the redemption of the said bills, notes, or other evidences of debt, in specie, or other lawful money of the United States; and the said corporation shall be liable to pay to the holders of all such notes and bills, the payment whereof has been refused or delayed, upon demand, as aforesaid, damages for the non-payment thereof, at the rate of twelve per centum per annum, until the same shall be paid as aforesaid, or otherwise satisfied.

*And be it further enacted,* That the banking-house of the said corporation shall be located in the city of New-York, and it shall be lawful for it to hold such lands, tenements, and hereditaments, as shall be necessary and requisite for its immediate accommodation, in relation to the convenient transaction of its business, and such also as shall have been bona fide mortgaged to it by way of security, or conveyed to it in satisfaction of debts previously contracted in the course of its dealings, or purchased at sales upon judgments which shall have been obtained for such debts.

*And be it further enacted,* That, if the said corporation shall not, within six months after the election of the first Board of Managers, have commenced the making of a Canal, or slack water navigation, from the tide-waters of the Hudson to the head waters of the Lackawaxen river, and shall not expend, in each and every succeeding year thereafter, at least one hundred and fifty thousand dollars, between the Hudson and Delaware rivers, until the Canal or navigation shall be completed between the said rivers, or shall not have completed the whole line of navigation from the Hudson to the head of the Lackawaxen, within seven years after the passage of this act, so as to open a complete channel for the transportation of coal to this state, then, in either of these events, the banking privileges hereby granted shall cease and determine.

*And be it further enacted,* That the banking privileges hereby granted, shall continue in force for the period of twenty years from and after the passage of this act, and no longer; and that the Legislature may at any time alter, modify, or repeal this act.

*State of New-York, Secretary's Office.*

I certify the preceding to be a true copy of an original act of the legislature of this state, on file in this office.

ARCHD. CAMPBELL, *Dep. Sec.*

*Albany, Nov. 19, 1824.*